

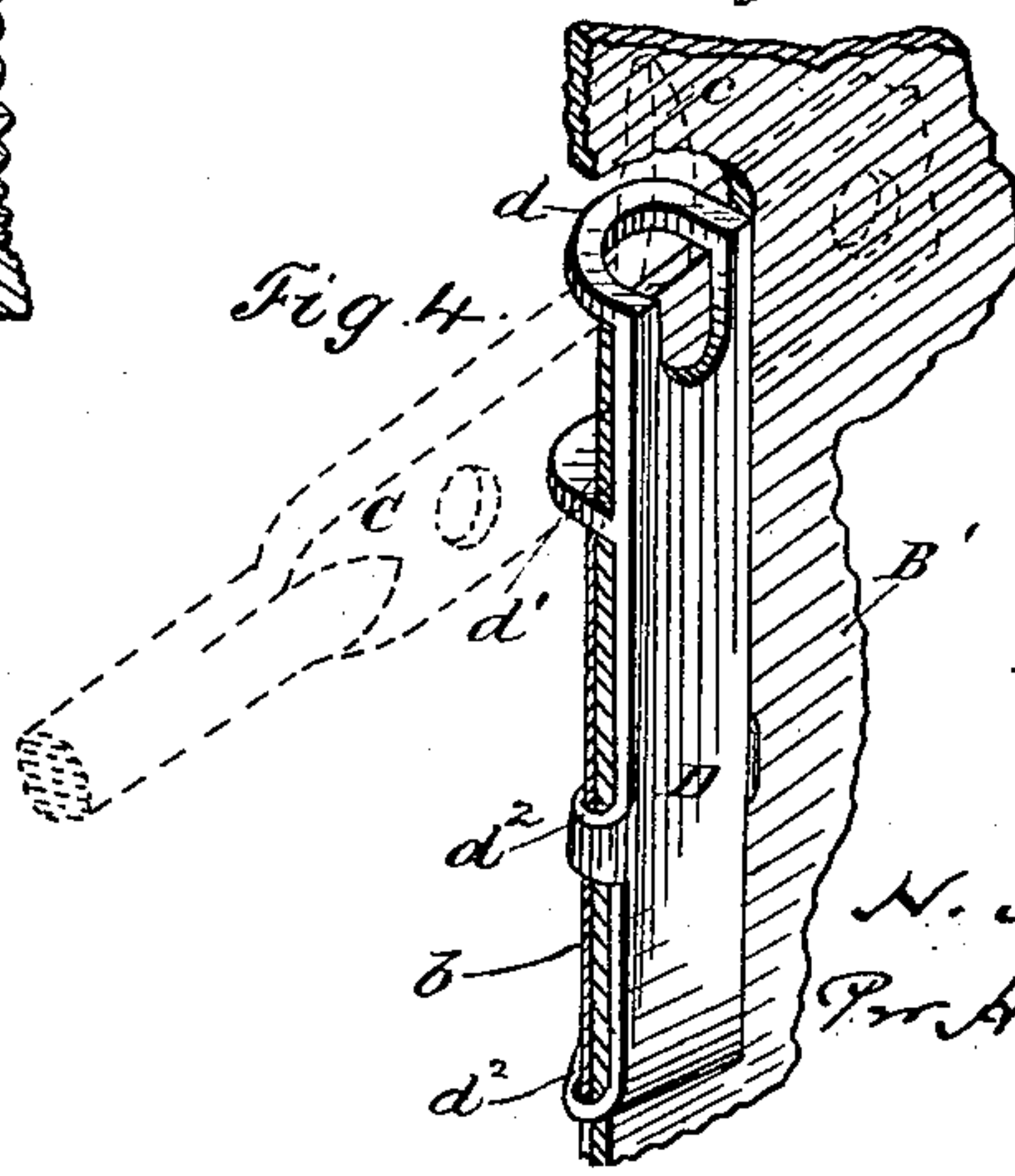
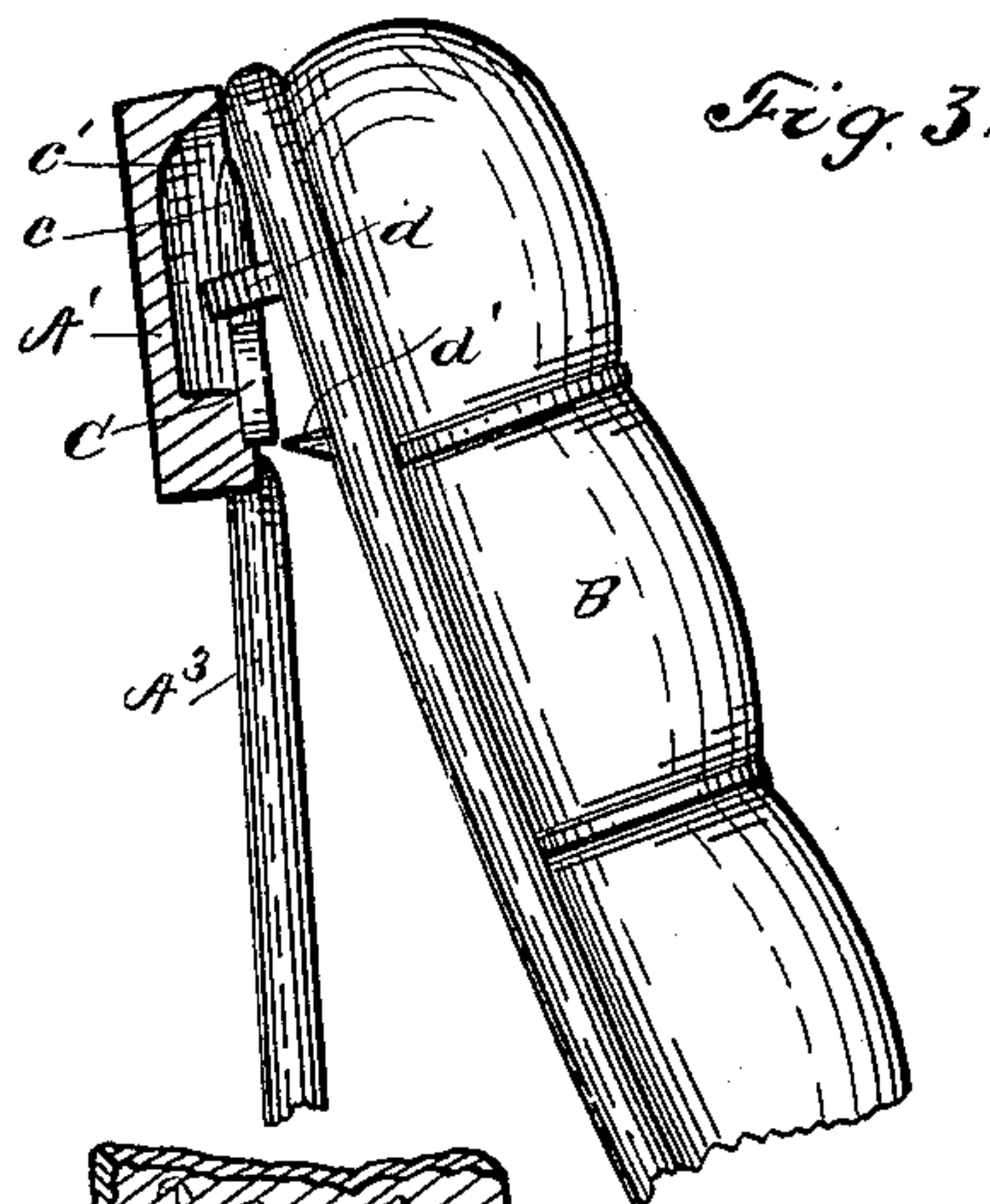
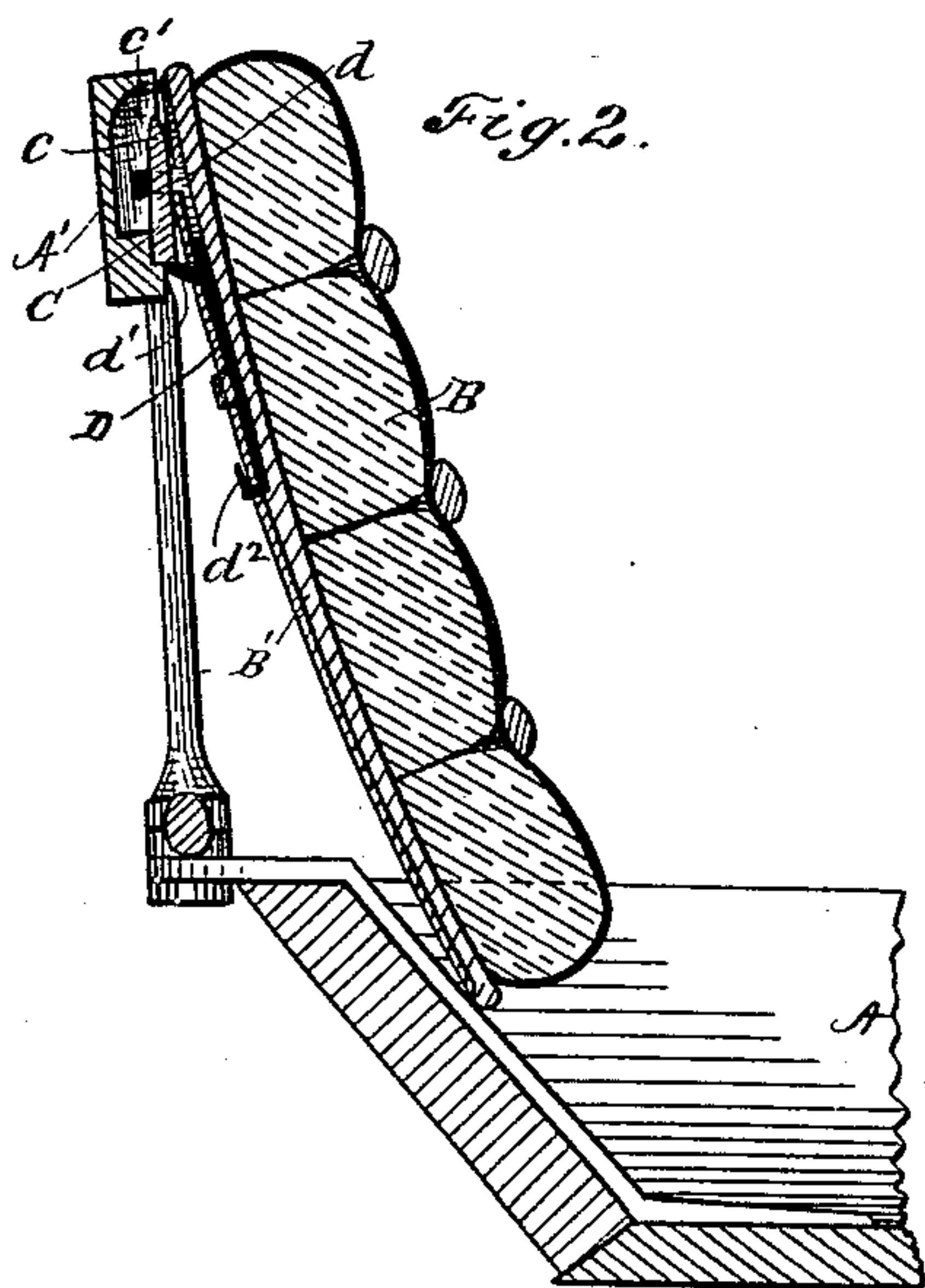
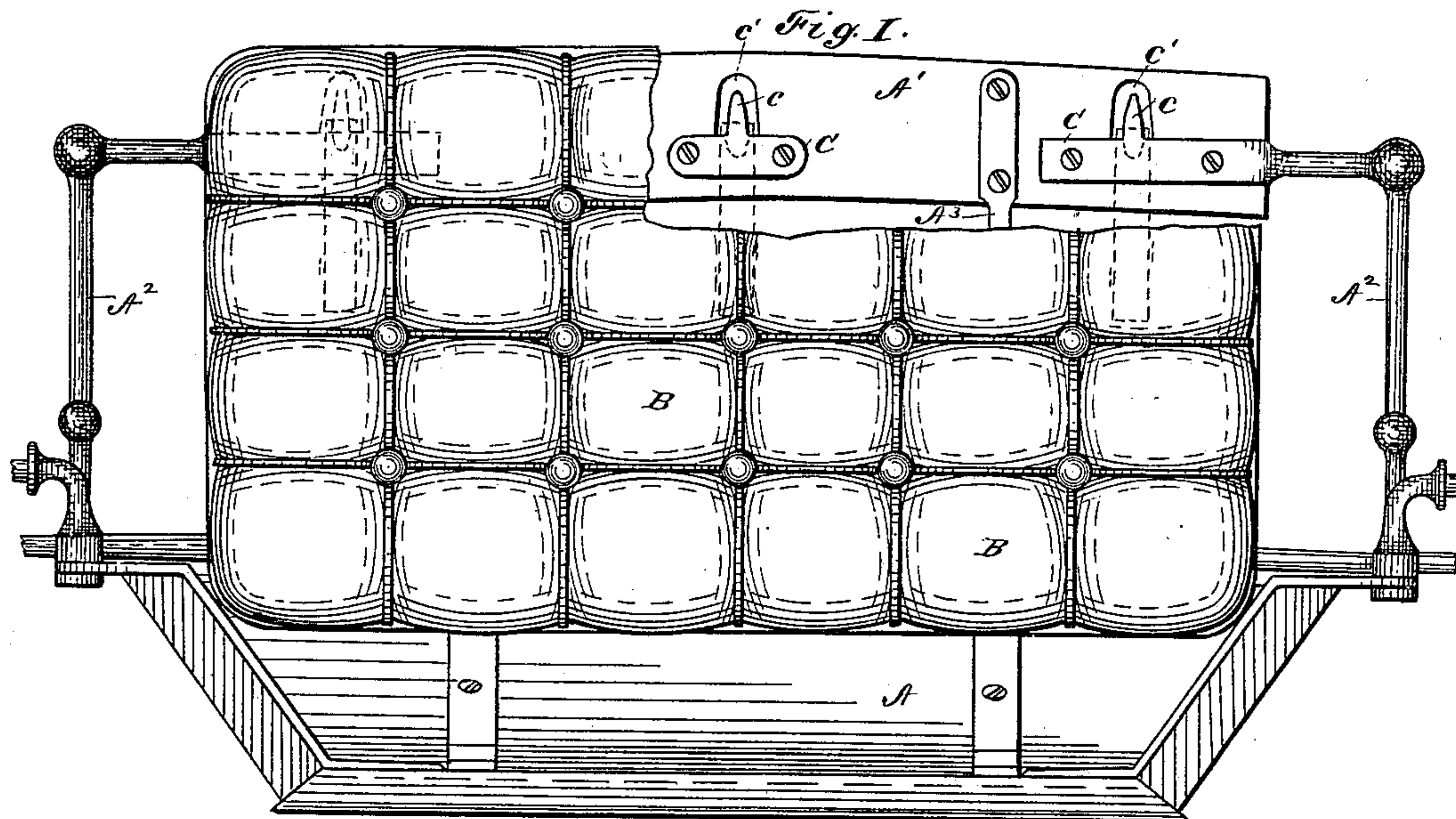
(No Model.)

H. MANKEL, Jr.

DETACHABLE BACK FOR CARRIAGE SEATS.

No. 338,537.

Patented Mar. 23, 1886.



Witnesses,
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UNITED STATES PATENT OFFICE.

HENRY MANKEL, JR., OF McKEAN, PENNSYLVANIA.

DETACHABLE BACK FOR CARRIAGE-SEATS.

SPECIFICATION forming part of Letters Patent No. 338,537, dated March 23, 1886.

Application filed May 21, 1885. Serial No. 166,257. (No model.)

To all whom it may concern:

Be it known that I, HENRY MANKEL, Jr., a citizen of the United States, residing at McKean, in the county of Erie and State of Pennsylvania, have invented certain new and useful Improvements in Detachable Backs for Carriage or other Seats, and I do hereby declare the following to be a full, clear and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to detachable backs for carriage and other seats; and it consists in improvements in the construction of the same, as will be hereinafter fully described, and pointed out in the claims.

My invention is illustrated in the accompanying drawings, as follows:

Figure 1 is a front elevation of a carriage-seat having thereon my improved back, part of which is broken away to show construction. Fig. 2 is a transverse vertical section through the back. Fig. 3 is a similar view, showing a change of position of parts. Fig. 4 is a perspective view, showing details of construction.

The object of the invention is to provide means whereby the upholstered backs of carriage and other seats may be made detachable from the frame-work. I am aware that such backs have been made detachable, but the construction by which the said result has been effected is different from that which I have invented.

In the accompanying drawings, A is the carriage-seat; A' A² A³, the frame-work of the back; B, the upholstered back, which is the part made detachable. C are catch-irons on the wooden strip A'. c are horns or hooks on the said catch-irons. c' are notches sunk in the wooden strip A' back of the horns c. D are catch-irons on the upholstered back B. d are eyes on the irons D. d' are lugs on the irons D. B' is the board or body on which the upholstering of the back B is secured, and to which the irons D are attached. d² are tangs on the irons D for attaching it to the board B'. b are strips of sheet metal for the tangs d² to clinch over onto.

The construction is as follows: The back B is formed on a backing of pasteboard or buckram, and before this is done the catch-irons

D are secured thereto. This is done by cutting holes through the buckram for the eye d, the lug d', and the tangs d². The iron D is placed on what will be the inside of the backing, and the parts d d' d² protrude through it, and a strip of sheet metal, b, is laid between the tangs, and they are then clinched over onto it, thus holding the iron firmly in place, with the lug d' and eye d extending out from the outside of the backing. The remaining work of constructing the back is that of an ordinary upholsterer or carriage-trimmer. There will be several of the catch-irons D in the back B if the back is long—say three or more—and they should be placed in line. On the back strip, A', are placed as many catch-irons C as there are catch-irons D in the back B, and they are placed in line and at proper distance apart and at a proper distance below the top of the back strip, so that when the back B is in place the horns c on the catch-irons C will hook into the eyes d on the catch-irons D and hold the back in proper position. The recesses or notches c' back of the horns c are to allow the eyes d to hook over the horns. The horns might stand out far enough from the back strip to admit the hooking on of the eyes, but that would not bring the back B close enough against the back strip, A'. The irons C are made just wide enough so that the lugs d' will set under them after the eyes d are hooked onto the horns, and thus prevent the back from working up.

I show in Figs. 1 and 4 the catch-iron C as part of the arm-iron; but this is not essential. I make all the irons described of malleable cast-iron, as a matter of economy.

The manner of detaching the back is shown in Fig. 3. The back is drawn out at the bottom far enough to disengage the lug d' from the under side of the catch-iron C, (or the back strip, A', if it goes under it,) and then it can be lifted off of the hooks, and when it is to be put in place the bottom is kept out while the hooks c are being entered in the eyes d. When the back is in place, the seat-cushion holds it from any lateral movement at the bottom.

There is considerable advantage in the position of the irons D in the back of the upholstered back B. It will be observed they do

not extend to the edge of the backing, but occupy position somewhat below the top edge and within the side edges. This leaves the edges free for stitching on the covering by machine or otherwise without interference from the connecting-irons.

What I claim as new is—

1. In a carriage or other seat, the combination, substantially as set forth, of a series of hooks on the side of the frame-back, a series of eyes on the upholstered back for engaging with said hooks on the frame-back, and a series of catch-lugs on the said upholstered back which engages with projection from said frame-back and hold the said eyes upon the said hooks.

2. In a carriage or other seat, the combination, substantially as set forth, of the upholstered back B, having attached to its back the irons D, with eyes *d* and lugs *d'*, with the frame-back A', having attached to its front the irons C, with hooks *c*, which engage the said eyes *d*.

In testimony whereof I affix my signature in presence of two witnesses.

HENRY MANKEL, JR.

Witnesses:

W. A. LUCE.

ROBT. H. PORTER.